

THE YORK PARKING, STOPPING AND WAITING (AMENDMENT) (No 11/3)
TRAFFIC ORDER 2011

The Council for the City of York, in exercise of powers under Sections 1, 2, 4 and Schedule 9 of the Road Traffic Regulation Act 1984 (the Act) and of all other enabling powers and after consultation with the Chief Officer of Police in accordance with Schedule 9 of the Act hereby makes the following Order:

1. This Order may be cited as the York Parking, Stopping and Waiting (Amendment)(No 11/3) Traffic Order 2011 and shall come into effect on the 5th day of December 2011.
2. The York Parking, Stopping and Waiting Traffic Order 2011 (the Order) is amended by:
 - (a) the deletion of the entries in Columns 1 to 3 of Part II of the First Schedule against the roads – HESLINGTON – “FIELD LANE”, “FIELD LANE SERVICE ROAD”, “LOW MILL CLOSE”, HESLINGTON/YORK – “BADGER WOOD WALK”, “DERAMORE DRIVE”, and “SUSSEX ROAD”, YORK – “ALDBOROUGH WAY” and the substitution to the respective Columns of the entries set out in Part I of the Schedule to this Order.
 - (b) the addition to the respective Columns of Part II of the First Schedule of the entries set out in Part II of the Schedule to this Order.

SCHEDULE
(PARKING PLACES, STOPPING AND WAITING RESTRICTIONS)
PART I

<u>Column 1</u> <u>Road and Side</u>	<u>Column 2</u> <u>Length</u>	<u>Column 3</u> <u>(Designation)</u>
<u>HESLINGTON</u>		
<u>FIELD LANE (C293)</u>		
Main carriageway only	Between its junctions with Church Lane and the roundabout controlled junction with Hull Road excluding the said roundabout but including that roundabout controlled junction with Kimberlow Lane.	Clearway
North west and south east sides of carriageway	Between its junctions with Church Lane and the roundabout controlled junction with Hull Road excluding the said roundabout but including that roundabout controlled junction with Kimberlow Lane and extending on its north west side to the south eastern kerblines of Field Lane Service Road and to the south eastern kerblines of that length of Low Mill Close between its junction with Deramore Drive and the southern property boundary line of No 2 Low Mill Close.	NW (verge / footway) 24
South east side	From the projected north eastern kerblines of School Lane north east for 10m and south west for the remainder of its length.	NW 24
	Between points 10m and 53.5m north east from the said line.	NS (Sch) 8/6 XSS
North west side	Between a point 53.5m north east from the said line and its junction with Church Lane.	NW 24
	From the projected north eastern kerblines of School Lane south west for the remainder of its length and north east for 22m.	NW 24
	Between points 22m and 72m north east from the said line.	Park (8/6XSS) 120
	From a point 72m north east from the said line and its junction with Church Lane.	NW 24

<u>Column 1</u> <u>Road and Side</u>	<u>Column 2</u> <u>Length</u>	<u>Column 3</u> <u>(Designation)</u>
FIELD LANE SERVICE ROAD		
North west side	From the projected south western highway boundary line of Deramore Drive south west for 15m and north east for the remainder of its length.	NW 24
	From a point 27m south west from the projected north eastern property boundary line of No 39 Badger Wood Walk south west for the remainder of its length.	NW 24
South east side	Within the carriageway only, from the projected south western highway boundary line of Deramore Drive south west for 15m and north east for the remainder of its length.	NW 24
	Within the carriageway only, from a point 27m south west from the projected north eastern property boundary line of No 39 Badger Wood Walk south west for the remainder of its length.	NW 24
LOW MILL CLOSE		
North west side	From the projected south western property boundary line of No 41 Deramore Drive north east for 14m and south west for the remainder of its length.	NW 24
South east side	Within the carriageway only, from the said line north east for 15m and south west for the remainder of its length.	NW 24
<u>HESLINGTON/ YORK</u>		
BADGER WOOD WALK		
Both sides	From the projected north western kerblines of Field Lane Service Road north west for 10m.	NW 24
BADGER WOOD WALK/FIELD LANE (C293) LINK ROAD	Within the carriageway only, between the projected north western kerblines of Field Lane Service Road and its junction with Field Lane (C293).	NW 24
DERAMORE DRIVE		
Both sides	From the projected north western kerblines of Field Lane Service Road/Low Mill Close north west for 20m.	NW 24
DERAMORE DRIVE/FIELD LANE (C293) LINK ROAD		
Both sides	Within the carriageway only, between the projected north western kerblines of Field Lane service road and its junction with Field Lane (C293).	NW 24

<u>Column 1</u> <u>Road and Side</u>	<u>Column 2</u> <u>Length</u>	<u>Column 3</u> <u>(Designation)</u>
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SUSSEX ROAD

Both sides	Within the carriageway only from the projected north western kerbline of Field Lane (C293) for 15m.	NW 24
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**YORK
ALDBOROUGH WAY**

North side	From the projected western building line of No 1 Aldborough Way west for the remainder of its length.	NW 24
	Between a point 33m north from the projected southern property boundary line of No 11 Aldborough Way and a point 15m west from the projected eastern property boundary line of No 60 Aldborough Way.	NW 24
	From a point 24m east from the said line east for the remainder of its length.	NW 24
East side (cul-de-sac end)	The whole length.	NW 24
South side	From a point 2m west from the projected western building line of No 1 Aldborough Way west for the remainder of its length.	NW 24
	Between a point 2m west from the said line and the projected southern property boundary line of No 11 Aldborough Way.	NW 9/5XSS
	From the said line north for 20m.	NW 24
	Between a point 34m north from the said line and a point 11m west from the projected centreline of St Barnabas Close.	NW 24
	From the projected centreline of Victoria Court west for 8m and east for 12m.	NW 24
	From the projected centreline of St James Court west for 12m and east for 15m.	NW 24
	Between the respective projected north western property boundary lines of No's 42 and 74 Aldborough Way including that length, being within the adopted highway, which provides access to a service road between No's 48 and 50 Aldborough Way.	NW 24
	From the kerbline at its eastern (cul-de-sac) end north west for 10m.	NW 24

**SCHEDULE
(PARKING, STOPPING AND WAITING RESTRICTIONS)
PART II**

<u>Column 1</u> <u>Road and Side</u>	<u>Column 2</u> <u>Length</u>	<u>Column 3</u> <u>(Designation)</u>
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**YORK
BEECH AVENUE**

West side	From the projected southern property boundary line of No 50 Beech Avenue south for 23m.	NW 24
East side	From the said line south for 16m.	NW 24

<u>Column 1</u> <u>Road and Side</u>	<u>Column 2</u> <u>Length</u>	<u>Column 3</u> <u>(Designation)</u>
BRUNEL COURT Both sides	From a point 3m east from the projected eastern property boundary line of No 3 Brunel Court east for the remainder of its length.	NW 24
CAROLINE CLOSE South west side	From the projected north western kerbline of Hamilton Drive East for 35m.	NW 24
North east side	From the said line for 15m.	NW 24
South east side	From a point 27m from the said line north west for 8m. From the projected centreline of that length extending between the respective south western and north eastern property boundaries of No's 36 and 38 Hamilton Drive East south west for 12m and north east for 10m.	NW 24
REGENTS COURT Both sides	From the projected northern kerbline of Aldborough Way for 5m.	NW 24
ST BARNABAS CLOSE Both sides	From the projected northern kerbline of Aldborough Way for 5m.	NW 24
ST JAMES COURT Both sides	From the projected southern kerbline of Aldborough Way for 5m.	NW 24
VICTORIA COURT Both sides	From a point 23m north from its southern kerbline (at its cul-de-sac end) north for the remainder of its length.	NW 24

Dated the 29th day of November 2011

THE COMMON SEAL OF THE
COUNCIL FOR THE CITY OF
YORK WAS HERETO AFFIXED
IN THE PRESENCE OF

ASSISTANT DIRECTOR
OF GOVERNANCE AND ICT

